GrummanPlaneNews
June 14, 1985

Ashtray Controversy: Headaches To Spare

Grumman Offers Credits, Overhauls Procurement Policies

It has 11 moving parts, took 13 hours to build, and caused Grumman no end of embarrassment. It was a $659 ashtray for the E-2C Hawkeye.

When the House Government Operations Committee disclosed the unusually high price tag on the ashtray – and on two other items – Grumman offered the Navy a full credit for all three spare parts. The company has redoubled its efforts to get similarly troublesome items out of the spare parts list.

"We're very embarrassed by recent news media stories on these spare parts," says Grumman Chairman Jack Bierwirth. "In order to avoid further controversy on this issue, Grumman is offering to provide a full credit on the three items in question."

If more items of this nature are discovered, the company will propose that the parts be returned at the Navy's convenience, and appropriate credit will be given.

After checking the records on the three spare parts, Grumman found that the prices paid accurately reflect the costs incurred using government approved pricing procedures. The three items were purchased in very small quantities on a sporadic basis over a 15-year period. Grumman has received orders for seven of the ashtrays, for instance, in orders of one or two. This practice increases the cost of producing the parts.

The other items cited by the Committee were a $2,700 elevator ground lock for the E-2C, and a $404 socket for the F-14 ejection seat.

The elevator ground lock prevents the horizontal stabilizer elevators from moving during ground maintenance. The lock has 14 detailed parts, and it takes 43 hours to produce. The item was ordered from another supplier in 1974 for a previous model airplane, and wasn't ordered again until 1981. At that time, Grumman had to redesign the lock to fit a somewhat changed airplane.

The F-14 socket has to fit a special bolt on the plane's ejection seat. The socket is purchased from an outside supplier, a slot is machined to fit the bolt, and then the socket is plated. It takes about five hours to make one, including three hours of setup time. Grumman has sold 17 in seven orders since 1979 in orders of one or two.

'We're telling the Navy to purchase the item from another supplier – which, frankly, is what should have happened when the first order came in.'

"We are making the refund because we recognize that the intrinsic value of an ashtray is not $660," says Grumman Corporation President George Skurla. "But we've checked the number of man hours it took to make the item, and we believe the hours and pricing are in order.

"We're telling the Navy to purchase the item from another supplier – which, frankly, is what should have happened when the first order came in. We're not in the ashtray business, and we can't produce seven of them economically. We've been worried for quite some time about something like this happening. It's the reason we put our "Spares Awareness" program into place last year."

The Spares Awareness program pays Grumman people for finding items on the spares list that might be procured in a more cost effective manner from another source. Since the program went into effect, Grummanites have identified about 200 such items – and the company has made 96 cash awards of $50 each.

"We should make it clear that there's no pattern of overpricing at Grumman," says Jake Bussolini, Grumman's director of Business Operations. "We charge the customer what it costs to make the item. Buying spares in small quantities can be costly and inefficient. When you have to spread the charges for tooling, setup and labor over just a few items instead of thousands, that drives up the unit cost.

"Is any ashtray worth $659? Of course not," says Bussolini. "But did it cost Grumman that much to make it? Absolutely."

He explains that the Spares Awareness program's purpose is to steer Grumman away from potential problems, flagging those items that could cause the company embarrassment.

"Ironically, the ashtray was one of the 96 items that the program flagged," says Bussolini. "A Grummanite received a $50 award in March for spotting it, and the drawings for it had already been sent back to support engineering. That's small comfort to us now."

Grumman has compiled and furnished to the Navy a list of 2,200 parts

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New Blood Donors Find There's Nothing To It At All

The movie "Mask" has an amusing scene where main character Rocky Dennis attends a picnic with his mother and 100-odd Hell's Angels types. Amid the Harleys and their rather brutish owners sits one incongruous element: a bloodmobile.

The blood drive gives the throng an air of civic-mindedness that society normally doesn't attribute to bikers. The director intended it that way. Later, the movie reveals that the bikers were among the few to respect the facially-disfigured Rocky as a human being. They're *nice* people; they *give blood*.

Ironically, for all the high regard we have for those who roll up their sleeves to give the gift of life, only 2.8 percent of adult Americans ever donate blood at all. (On Long Island, that figure is somewhat higher – 4 percent.)

Such indifference would be unthinkable in some European nations. After bearing the brunt of World Wars I and II, Europeans seem more aware of the need to plan well ahead for emergencies. Many adults there donate blood as a matter of course.

'Only 2.8 percent of adult Americans ever donate blood at all.'

There's a first time for everything.

Jean Boudreau, an applications engineer in the Plant 14 Simulation Lab, registered with the Grumman Blood Program just over a year ago – when he was first hired by the company. "It seemed like a good idea to donate. You never know when you'll be in a position to need blood yourself," he explains.

Jean, who is in his mid-20s, received notice of a drive in Plant 30. "It's very convenient. They gave me an appointment, I went down, I was processed – they prick your finger to take a small blood sample – and I was back at my desk in an hour, tops," he says.

Jean also remarks that he didn't find the physical sensations to be unpleasant, save for a brief sting when the needle was inserted in his arm. This was due, the nurse from Long Island Blood Services told him, to an anti-coagulant on the needle.

"I was a little apprehensive at first," Jean recalls. "But everyone tries to make you feel comfortable. People were there that I knew – two people from the lab. Plus there was a guy next to me telling jokes. So all in all I was pretty relaxed. On the way out, they thank you – they're grateful for what you're doing.

"It seems like such a dramatic thing, but your body can handle it pretty well," he continues. "I played racquetball the night after I donated without feeling any effects."

Tony Boemio, a systems analyst in Procurement Services, is another newcomer to the Grumman Blood Program. "You get an uplifting feeling from giving blood, which doesn't always happen on a typical work day," says Tony, who sports a button reading "Wage Peace." Tony and his family practice Bahaiism, an altruistic religious faith, and those words were penned by its founder.

Tony adds that he was very impressed by the dedication of some of the others in attendance at the drive. "I'm not gung-ho macho – I don't like getting stuck with a needle," he says. "But there was this one woman there who had to keep her face turned away while the nurse pricked her finger. You could see that it bothered her. I thought to myself, 'just think how much the needle will bother her.' It took a lot of guts for her to come down and donate.

"Another woman in our group was rejected because she had a low blood count – when she went away, she was genuinely disappointed," he says.

Still unconvinced? Well, you should know that each unit of blood donated can help four people. One donation provides:

- Whole blood for severe blood loss;
- Red cells for surgery patients or accident victims;
- Platelets to help control bleeding for cancer or leukemia patients;
- And plasma for treatment of burns, shock, or preparation of cryoprecipitate for hemophiliacs.

Plan to become a Grumman blood donor. You don't have to register in advance – just come down to one of the blood drives listed below. ■

Give A Little

Calverton Pl. 6: June 18, 8:30 a.m. to 1:45 p.m. and 6 p.m. to 10:45 p.m. **Pl. 7:** June 19, 8:30 a.m. to 1:45 p.m.

Pl. 4: June 20, 8:30 a.m. to 1:45 p.m and 5 to 9:45 p.m.

Pl. 2: June 25, 8:30 a.m. to 1:45 p.m.; June 26, 8:30 a.m. to 1:45 p.m. and 4 to 7 p.m.

GHQ: O-negative donors drive; July 3, 9 a.m to 2:15 p.m.

Pl. 5: July 9-10, 9 a.m. to 2:15 p.m.

GHQ: July 17-18, 9 a.m. to 2:15 p.m.

GDS-Holtsville Pl. 235: July 30, 9 a.m. to 2:15 p.m.

Pl. 14: July 31, 8:30 a.m. to 1:45 p.m.

Pl. 25: August 20, 9 a.m. to 2:15 p.m.

Pl. 35: August 21, 9 a.m. to 2:15 p.m.

Pl. 30: August 22, 9 a.m. to 2:15 p.m.

Pl. 1: August 28-29, 8:30 a.m. to 1:45 p.m.

Project Sterling: 20 Years, $100M Savings

Project Sterling celebrates its 20th anniversary this year, marking two decades of cost-saving ideas.

Since its inception, Project Sterling has become a way of life at Grumman. Thousands of Grummanites have used the program not only to save the company time and money, but to make their jobs easier. At the same time, the customer gets an even better-quality product than before.

During the past two decades, over $1.5 million has been awarded to Grummanites who have made cost-saving Project Sterling suggestions totalling more than $100 million.

In 1965, Clint Towl, who was then president of Grumman, kicked off the "striving for excellence" campaign. Project Sterling's name was derived from a quote of Vice Admiral John S. McCain during World War II. "The name Grumman on a plane or part has the same meaning to the Navy that Sterling on silver has to you," the admiral told a Washington committee in 1942.

"I don't believe a company could get a better reputation for quality than that endorsement indicates," Towl told the original Project Sterling Committee members in 1965.

A knight in shining armor was on display at the 1965 Grumman Shareholders Meeting to help herald the start of the Project Sterling Program. The symbol of knighthood was adopted to reflect the ideals of craftsmanship, pride in performance and personal responsibility that have been the hallmarks of Project Sterling for 20 years.

Project Sterling can trace its ancestry to an industry-wide "Zero Defects" effort promoted by the Navy as a means of "doing the job right the first time." It also drew from Grumman's own "Ways and Means" program which offered certificates of merit for suggestions that indicated "ingenuity, initiative, individual effort and mechanical ability worthy of commendation."

"The goals that we set back then are still the same today: to get people involved and to recognize and reward those Grummanites who make cost-saving contributions to the company," says John Alvar, manager for Motivational Programs.

The early awards given out by Project Sterling were gift certificates worth $3 and redeemable at the Grumman Flight Shops, now known as Employee Service offices (ESO). Later, U.S. Savings Bonds were given to award-winning suggesters.

The Project Sterling awards were changed from savings bonds to cash in 1979. At the same time, the limit of the award money for a single suggestion was raised from a maximum of $5,000 to a maximum of $10,000.

In 1981 the program increased the annual awards for the Suggester of the Year winners and introduced the Super Saver Awards. The Super Saver Awards recognize the top 40 employees whose suggestions resulted in especially high cost-savings for the company. "Project Sterling is constantly evolving, incorporating new ideas that will enhance our efforts to recognize and reward those people who make that extra effort in their jobs," says Alvar.

In honor of the program's 20th anniversary, another change was recently made: an award minimum of $25 for any approved suggestion.

Grummanites submit some 2,800 to 3,000 suggestions per year. Approximately 50 percent are approved and implemented. In the early days of the program all the suggestions were processed manually. These days technology has caught up with Project Sterling. The Motivational Programs office now uses a central computer to manage the suggestions they receive.

All Project Sterling awards are determined by local Project Sterling committees in the organization where the suggester works. Awards of over $500 are passed on to the Corporate Awards Committee for approval. ■

Ashtray Controversy

(Continued from Page 1)

which the company prefers no longer to provide, along with a recommended alternate source for each. The company will soon provide an expanded list of approximately 6,000 such parts.

Grumman supplies over 10,000 low volume, low value (under $3,000) spare parts to the Navy, Air Force and Army, included in a volume of 250,000 deliverable pieces each year.

The company has made several changes to its procurement policy. The first is the appointment of a special group to conduct a nomenclature pricing review. The result of this review could be a list of parts that, based on nomenclature alone, appear to be overpriced.

Grumman will suggest alternate sources of procurement for all parts ordered in small, uneconomical quantities. Effective immediately, any order for less than three parts valued at under $5,000 each will require special management review.

The company has also requested a complete price audit by the Navy of all items in the updated Grumman parts catalogue, and has asked the Navy not to use its existing catalogue until the review has been completed.

Furthermore, Grumman's pricing personnel have been told to conduct a drawing or photograph review on all parts ordered prior to final pricing. ■

People

Mohawk Maven

For 25 years, Grummanite Ray Ryan has been getting a kick out of flying in the OV-1 Mohawk.

"I was with the antenna engineering group on the maiden flight of the first OV-1 back on April 20, 1959," says Ryan. "Back then, I flew at Calverton in the right seat [performing engineering tasks]. It was a great feeling then, and it's even better today."

Ryan has been flying Mohawk engineering test flights on and off since 1959 with stints on the E-2 Hawkeye and in Ecosystems in-between. He came back to the Mohawk permanently in 1977 after the program had moved down to Stuart Operations in Florida. These days, the 33-year Grummanite flies on engineering evaluation flights for the Mohawk.

"It couldn't have been a nicer homecoming," says Ryan. "Flying in the Florida sun sure makes my work enjoyable. I guess I have over 700 hours in the airplane. To me, it is an under-publicized aircraft. People just don't realize that this funny-looking airplane has some incredible capabilities."

Oklahoman Is OK

Chuck Sewell, Grumman's chief test pilot, was recently honored by his home state of Oklahoma.

Oklahoma Governor George Nigh proclaimed Thursday, May 16, as Chuck Sewell day in the state. Sewell lived in Oklahoma from the age of five until his high school graduation.

The proclamation noted Sewell's two Distinguished Flying Crosses, two Purple Hearts, 15 air medals and the Legion of Merit. During 20 years as a Marine Corps fighter pilot and test pilot, he flew 110 combat missions in Korea, and was shot down behind enemy lines.

The proclamation also cited Sewell's career at Grumman, most recently piloting the X-29 Advanced Technology Demonstrator.

Ray Ryan, a technical operations engineer at Stuart Operations in Florida, recently celebrated 25 years of flying aboard the U.S. Army OV-1 Mohawk.

International Affairs

Dick Hadcock, Grumman's director of Advanced Development, has been appointed chairman of the Technical Advisory Committee (TAC) for the U.S. Department of Commerce's International Trade Administration.

TAC will advise the Secretary of Commerce, the Secretary of Defense and other government departments on technical matters, worldwide availability of technology, licensing procedures and exports subject to multi-lateral controls. The committee consists of industry and government members. Industry members serve for four consecutive years.

Sabbatical Of Sorts

When a daughter asks her dad for a favor, what father can say no – even if he's on vacation?

That's how training specialist Elmer Baumgart, who usually teaches hydraulic systems and ejection procedures to Grummanites in Calverton, found himself talking about pilots and flying to 63 fourth graders. His daughter, Carole, is a teacher's aide at Dean Road Elementary School in Auburn, Alabama.

"She thought it would be nice to have the kids listen to what I do for a living," says Baumgart, "particularly since the subject they were studying at the time was aviation."

He explained how planes fly and what makes jet engines work. He then showed a film called "Smithsonian Briefing." It puts the viewer in the back seat of an F-14 as it's launched from a carrier and flies a mission. "They thought that was just great," says Baumgart. "The kids were terrific. Lots of enthusiasm, lots of questions back and forth."

His daughter later sent him some things from the children, some things he doesn't usually receive from the flight crews he teaches: 63 individually drawn "Thank You" cards.

Aeronautical Honors

Bruno Caputo, vice president and general manager, Great River Operations, recently received an honorary doctoral degree in Aeronautical Sciences from Embry-Riddle Aeronautical University. He received the honors in the commencement ceremony held at the school's Prescott, Arizona, campus. Dr. Jeffrey Ledewitz, chancellor of the university, cited Caputo's "outstanding achievements in the aerospace field."

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IMIP: Better Planes And Better Prices

Navy Incentive Program Helps Build Tomorrow's Factories

You can't build shiny new machines in rusty old factories. Time and again Americans have been reminded of that fact. And perhaps nowhere is it more vital to stay abreast of new manufacturing technology than in the defense industry, since the nation's security demands systems beyond the state-of-the-art.

To that end, the Naval Air Systems Command set up its first joint Industrial Modernization Incentives Program (IMIP) at Grumman several years ago. Recently, Grumman hosted close to 150 guests from the government and other companies for a review of IMIP's progress.

To date, IMIP encompasses 19 projects at six sites – Plants 2 and 3 in Bethpage; Glen Arm, Maryland; Milledgeville, Georgia; Great River, Long Island; and Stuart, Florida. It is an important enhancement to Grumman's $189 million Manufacturing Modernization program. The Navy is investing approximately $17 million in the technology phase of the Grumman IMIP, while Grumman's capital investment has been $56.4 million.

"The benefits for the Navy will be aircraft cost reductions, enhancement of the industrial base, surge capability, and increased productivity," explained Carl Micillo, Grumman's director of Industrial Technology Modernization. Though cost savings are still hard to see at this stage, by 1988, Micillo expects savings to amount to about $30 million per year.

"Under the old rules, frankly, we would be penalized (for making a cost-cutting investment) because our cost would be reduced," said Bob Myers, Grumman Corporation senior vice president – Corporate Services Division. "The government would say, 'Thank you very much,' and give Grumman a lower price and accordingly, a lower profit."

Through IMIP, the Defense Department encourages contractors to modernize by letting them keep 50 percent of the cost savings for a period of time. Rear Admiral Joseph Sansone of Naval Material Command held up a list of IMIP contractors to illustrate how well the IMIP formula works. Out of the $1.5 billion investment at a dozen tri-service contractors, the DOD anticipates a $5 billion savings.

IMIP Review attendees toured Plant 3 and Great River. Above, the group views scale model of Plant 3.

"This is the only program that I know of that has this kind of return at this time, and it's a test program," he said. "The Air Force is the leader in this . . . They have the wherewithal to do what needs to be done, and I congratulate them for that." According to Sansone, lower weapons systems prices are beginning to be seen.

In addition to cost savings, modernization is a route to improved quality. State-of-the-art technologies cut mistakes and rework. In the highly competitive aerospace world, Grumman is banking on the proposition that these factors, when added up, will make it a formidable competitor for future defense contracts.

The 19 Grumman projects cover the entire manufacturing spectrum, from first cut of detail parts to intra-plant transportation. More specifically, state-of-the-art manufacturing technologies, material handling, and integrated management information systems will reduce manual labor in first cut of aluminum, steel, and titanium. And automated guided vehicles will make transportation less labor intensive.

Rear Admiral William Finneran of NavAir noted that IMIP focuses on areas likely to produce the most savings. He noted that the Navy is now encouraging full contractor funding of IMIP programs through shared savings incentives. "We will keep limited funding for projects involving higher risks and payoffs," he said.

"Our contractors have to put more of their assets to work, and require less Navy capital," agreed Captain Pete DeMayo of NavAir. "The ones that do will survive.

"Grumman deserves a lot of credit for what they've done with IMIP," DeMayo continued. "They were our first contractor and we've learned a lot from them."

Clyde Stover, director of Capital Budgets, encapsulated Grumman's capital investments. Mark DiFilippo, director of Manufacturing Systems, showed how the new computerized Cost Tracking System validates the cost benefits of modernization.

Other Grummanites on the agenda were John Huber, deputy director, IMIP Operations; Gerry Halpern, manager, IMIP Contracts; and Bill Dengler, director, Quality Operations. IMIP project managers Steve Bank, James Brown, and John Stadelmann gave presentations, respectively, on automated assembly drilling, detail parts automated digitizing, and electrical harness fabrication.

Grumman's program is unusual in that it is being undertaken at a time when the company is not gearing up for new products, and when existing aircraft are being made at low rates. "IMIP is in my view an oasis in the desert," says Myers. "As tough as the Navy can be as a customer, they have been very fair with us on the IMIP program . . . they are as interested in seeing the returns as we are." ■

So You Wanna Be An Engineer?

There's a whole new generation out there these days, and we're not talking Pepsi. They are peeling off their high school graduation caps and gowns as fast as they can, ready to dive headfirst into the real world. Some say this ambitious attitude is part of the "yuppie" phenomenon of the '80s . . . or maybe it's a capitalist backlash from the directionless angst of the 70s.

For whatever reason, young people today are setting goals and making career decisions much earlier in their lives. Materialism has replaced idealism as the in "ism."

Such serious planning was in evidence at a recent Career Day program sponsored by the Nassau Counselors' Association and BOCES, Nassau Technological Center. Some 3,000 high school students attended the career supermarket held at Adelphi University to listen to professionals from 70 career fields describe their jobs.

Three Grummanites participated in the program. Gary Bigel, group head, System Reliability and Data Analysis, says the seminar "offers high school students an opportunity to talk to people who have experience in the professional community. As a Grummanite, I am able to tell students about the company and about engineering as a career choice.

"It's not our intention to steer people into engineering – but we can try to clear up any misconceptions about the field. The idea is to help these students make informed choices for their futures. And in the process, maybe get in a few good plugs for Grumman," he says.

"These students are very serious," says John Glozek, group head - Drafting Technology and Control. Glozek and Drafting Technology section head Ken Carmen have been involved in the Career Day programs for six years. The two travel to different locations about three times a year to give their presentation on engineering drafting technology.

Gary Bigel, group head for Grumman's System Reliability and Data Analysis, discusses engineering opportunities with high school students at a recent Career Day seminar at Adelphi University.

"They're full of questions," says Glozek. "They want to know what schools to go to, what courses to take, and – of course – what the starting salaries are. ■

Sterling Suggestion Is Simply Ingenious

Henry Frost was Project Sterling's big winner for the first quarter of 1985 with his oil dot dispenser/applicator. Frost's invention cut the time it previously took to prepare an oil flow run in a wind tunnel by a third.

Henry Frost is just as surprised as his co-workers are by the simplicity of his eye dropper-like invention.

The technician from Plant 13 in Farmingdale, L.I., has developed an oil dot dispenser and applicator for use in wind tunnel experiments. As the top Project Sterling winner for the first quarter of 1985, Frost is $825 richer – and his invention could save the company $13,500 in the first year.

Wind tunnel experiments test aircraft, aircraft parts or scale models in simulated wind conditions.

During the testing, oil is applied to the subject. By analyzing the oil's flow patterns, technicians can see how the aircraft or aircraft part might react in flight.

Previously, oil drops were applied by hand. With Frost's new applicator, the drops can be applied in very precise patterns on all surfaces – including inverted and upright ones – and the drops won't run, streak or fall off.

In operation for several months, Frost's invention has cut the time it takes to prepare an oil flow run in a typical wind tunnel model by one third. Since the drops are now smaller and more uniform, many more drops per square inch of surface can be applied. This makes the patterns easier to read.

The applicator consists of three sections – a squeeze-bottle-type oil reservoir, a supply tube and curved nozzle assembly. In all, it measures sixteen inches.

For Frost, a 29-year Grummanite who has worked with the wind tunnels of Plant 13 since it opened 20 years ago, the idea came gradually.

"I guess the simple solutions take the longest to discover," says Frost.

If in retrospect the discovery came a little late, the Project Sterling award did not. "Coming at the end of the first quarter," he says, "it was just in time to help with this year's taxes." ■

250,000 Tools A Snap To Find In Revamped Warehouse

"We are literally moving out of the Dark Ages," exclaims Joe Stephan, manager, Central Storage and Retrieval Operations. "The new facility represents a major improvement in our working conditions and will enhance the overall productivity of all the areas we service," he says.

The dark dungeon that Stephan's department is escaping from is the old tool storage area located in the rear of Plant 2. As part of Grumman's overall manufacturing modernization effort, tooling used to make detail parts is being moved to a new home in the recently renovated Warehouse 5.

Brightly lit and with a fresh coat of white paint, the new storage and retrieval center in Warehouse 5 is part of a much bigger picture. The entire North Warehouse Complex, including Warehouses 4 through 9, is being revamped to support the conversion of Plant 3 to a modern, computerized detail parts manufacturing center as part of the Plant Modernization Program. Plant 2 will become a sub- and major parts assembly area.

"What we envision the warehouse system doing is streamlining the flow of tools and material in support of production operations," says Bill Meehan, project manager for Material Handling and Industrial Technology.

A production cell will get a specific job assigment. Via a computerized tool management system designed by Manufacturing and GDS, Warehouse 5 will pick the necessary tool, go to Warehouse 7 and marry the tool to the proper material, and deliver the whole package to the production cell.

A World War II vintage quonset hut style shell before the conversion, Warehouse 5 was a storage area for government owned material. That job has since been moved to Plant 21.

The renovation work on Warehouse 5 began in November 1984 and cost approximately $1.5 million. The facility was activated in May this year. Stephan's department is currently undertaking the monumental task of transferring some 250,000 tools from their antiquated quarters in Plant 2 to the new storage center.

"We are moving about 5,000 tools per week right now," says Meehan. "We are accomplishing the move with the least possible disruption to our ongoing manufacturing efforts and in an orderly fashion. It takes an awful lot of careful planning both internal and external to Manufacturing," he notes.

As the tools are moved over to Warehouse 5, they are each entered into the Tool Management System's computer data base. Each of the tools is numbered, color coded, and loaded so that its precise location can be determined as quickly as possible.

"Finding a specific tool need not become an expedition any more. Instead of looking through a card catalog for the tool location and then searching down dark alleys of shelves in Plant 2, our people will be able to call up the location of any tool on the computer screen and go directly to it," says Stephan.

The move is expected to be complete by October of this year. The warehouse will be operated by a staff of Central Storage and Retrieval personnel, including tool pickers and storage computer operators.

Future plans also call for the construction of a roof to cover the roads between the North Warehouse complex and Plant 3. "Although it is still only in the planning stages, we would like to make it so that the entire operation can be carried out indoors – without worrying about inclement weather conditions," says Stephan.

With 32,000 square feet of space, Warehouse 5 offers an additional 12,000 square feet of floor space compared to the old area. A mix of low- and high-bay space, the new facility incorporates a number of new features.

Wing racks, hinged vertical peg boards that turn like pages of a magazine, hold tools up to six feet long hanging from wires on the numbered boards.

Laid into the floors of all the aisles are electronic wire guides. The wires allow new Crown hi-low order pickers to move straight down the center of an aisle with no maneuvering by the operator. Plans are also in the works to equip the hi-lows with computer screens onto which tool orders could be automatically transmitted. "The screens would eliminate the need for our tool pickers to carry around paper order lists. It would be another step towards a paperless warehouse storage system," notes Stephan.

Surveying the sparkling new facility, Stephan says: "This warehouse is really a breath of fresh air. In the old area finding a tool could be like searching for your shoes in a dark closet – here it's literally like someone just turned on the lights." ■

Before and after. Clutter confronts tool storage attendant Rich Perkins (L) as he searches for a template in the old Plant 2 storage area. In the newly revamped Warehouse 5 tool storage center, selecting a template from the new Dean Research slotted storage rack is much easier for Ed Brown, supervisor Central Storage and Retrieval.

Service Milestones

15

Robert J. Craig, C.S. Major Assy. (1)
Joseph Henshall, Prog. Mgmt. F-14 (1)
Jean K. Pastor, Details (3)
Joan Savio, Bus. Ops.-Off-Site (5)
Charles De LaParra, F-14 Mod Buildup (6)
Rosemary P. Bain, Prog. Plann. Cont. & Budg. (9)
Mary C. Pippen, Resource Mgmt. (12)
Anthony S. Biagiotti, ILS Dig. TPS Eng. (25)
Peter C. Ivy, Proc. Serv. (30)
Robert E. Werkheiser, Elect. Har. Fab. (44)
Clarence W. Townsley, Mach. Shop (56)
William E. Meininger, Maint. (56)
Martha A. Bell, Tech. Ops. (77)
James L. Selph, Elect. Sub-Assy. (77)
Billiegene K. Stamper, Eng. (88)
Richard Ott, GTS (284)

20

Thomas Guadarrama, Fus. Assy. (1)
Salvatore Tranchina, C.S. Maj. & Sub. (1)
Edward P. Lamb, Fus. Joining (1)
Walter P. Golde, Elect. Fab. (1)
Herman A. Bigelow, Prod. Cont. - Parts Cont. (1)
Alice D. Richardson, Assy Methods (1)
Robert P. Wilson, Proj. Prog. Mgt. F-14 (1)
Michael J. Masica Jr., ILS Mech. Eng. Mgt. (1)
Milton H. Slade, ILS Mech. Equip. Eng. (1)
Irwin M. Fishberg, ILS Sys. Eng. Mgt. (1)
Thomas J. Worthington, ILS Ops. Supt. (1)
Coningsby E. Burdon, Electro. Mech. Lines (1)
James J. Pavlica, Fld. Pwr./Pyrotech. (1)
John J. Mathews, E.C.S. Lab. (1)
Thomas E. Woerter, A/C Perf. (1)
Victor Hanna, Veh. Struct. Anal. (1)
Murray Pittel, Loads & Crit. (1)
Felix J. Cosentino, Subsyst. Rel. (1)
Henry F. Striegl, Comm. Cont. Commung. & Intel. (1)
Barry Kock, Software Sys. Proj. Mgt. (1)
Arthur W. Sampson, FTT Sys. (1)
Gordon W. Nelling, Tool Insp. (1)
Richard J. Burdish, Qual. Eng. (1)
Salvatore Bonfante, Prog. Cont. (1)
Katherine C. Erb, Bus. Ops. - Off-Mgt. (1)
Carmine Albano, Tanks & Ducts (2)
Joseph A. Renderio, Steel Parts Assy. (2)
George Mancuso, Sub-Assy. (2)
Peter Bouros, Sub-Assy. (2)
Ernani Muro, Wing Inner Panl. & Combo. (2)
Harry V. Hopkins, Fus. Joining (2)
Herman Wilson, Hyd. (2)
Robert C. Schmidt, Iv. Rel. & Cont. (2)
Abraham Davis, Prod. Cont - Maj. Assy. (2)
John C. Zaccaria, Prod. Cont. Maj. Assy. (2)
James J. Campbell, Assy. Methods (2)
Edward Ratcliff, Stockroom (2)
Alfred P. Chernick, Mach. Shop (2)
Adam T. Wolynski, Jig Det. & Sub-Assy. (2)
Harry J. Gourdine, Cutter Grinder (2)
Charles Biegler, Trans. Ops. (2)
John A. Billone, Veh. Lia. (3)
Joseph Gambino, Conv. Mach. (3)
Thomas DiBenedetto, Conv. Mach. (3)
Robert H. McKenna, Details (2)
Salvatore P. Orlando, Assy. (3)
Joseph V. Jones, Mach. Ops.-Tech. Serv. (3)
Anthony Bruno, Mach. Ops. - Parts Cont. (3)
Richard Nappi, Veh. Draf. (3)
Robert W. Hayhurst, Qual. Mgmt. (3)
Arthur W. Skillman, Elect. Test (4)
Fred E. Hoelle, Elect. Test (4)
Frank S. Vasques, Bus. Mgt. (4)
Robert F. Barrington, FTT Sys. (4)
Donald S. Mereness, Inst. Test (5)
Rocco J. Poma, Inst. Test (5)
Richard M. Owsinski, Mach. Struct. & Prod. (5)
Joseph Dussel, Avion. Inst. (5)
Vincent A. Zammataro, Supt. Equip. Prod. (5)
Rupert M. Smith, Supt. Equip. Prod. (5)
John J. Steffens, Plant Mgmt. (5)
John Lopopolo, I.E. Flow Seq. Plan. (5)
Andrew Dubas, Assy. Methods (5)
Michael Waglione, Stockroom (5)
Caesar Colasuonno, Adv. Proc. Mgmt. (5)
Ormrod K. Lofthouse, Maint. (5)
John N. Biercuk, Cont. & Mech. (5)
Rosario O. Negri, Prelim. Des. Mgmt. (5)
Philip Kleisler, E.C.S. Lab. (5)
Warren D. Weinstein, Guid. & Cont. Sys. Integ. (5)
Steven J. Milano, Optic & Display Equip. Des. (5)
Alan P. VanWeele, Eng. Test Ops. (5)
James P. Healy, Corp. Instr. Gd. Test (5)
Robert L. McGuckin, Bus. Ops. Mgmt. (5)
John H. Stewart, Instr. Test (6)
Newman E. Savage, Maint. (6)
William Moesch, Plt. Protection (6)
Donald E. Welcome, EF-111 Struct (6)
Alex J. Hynna, F-14 Joining (6)
Raymond J. Varady, F-14 Upgrade (6)
Robert D. Wesolowski, Engines (6)
Clifford F. Barrett, Support (6)
Charles Bisignani, Elect. Bench Assy. (6)
Vincent J. Weaver, Mat'l. & Log Mgmt. (6)
Robert H. Stringham, ILS Elect. Pkg. (6)
Paul R. Rosone, Mech. Sys. Prod. Supt. (6)
Alyce A. Hickey, Sect. Serv. (6)
James D. Lynch, Final Assy. Insp. (6)
Stanley Orlasky, Final Assy. Insp. (6)
Joseph A. Albanese, Mgmt./Staff (6)
Charles J. Whitmore, Trans. (7)
Peter G. Muzzonigro, Corp. Instr. Flt. Data (7)
Lewis B. Thornton, Struct. (7)
Charles J. Skippon, Elect. Test (6)
Arthur P. Fonseca, ILS Equip. Des. Engrg. (9)
Edward L. Weiss, Struct. Des. (9)
Theodore J. DeSilva Jr., Struct. Des. (9)
Alfred H. Choy, Sys. Dev. & Integ. Mgmt. (9)
Constantine C. Petrides, Prog. Plann. Cont. & Budg. (9)
Peter Ackermann, Conf. Data Mgmt. (9)
Emil A. Mastik, Qual. Eng. (10)
Peter Neroni, Qual. Eng. (10)
Tor O. Rydberg, Maint. (12)
Fred Rigolini, Maint. (12)
Patrick C. Williams, Maint.(12)
Charles Klubinski, Meas. Std. Lab. (12)
James J. Edwards, Elect. Test (14)
George Stuppiello, Subsys. Rel. (14)
George H. Bolden, Lab Ops. Mgmt. (14)
Richard V. MacMillan, Software Appl. (14)
Mingli Chen, Software Supt. (14)
Ann Burnley, Dist. Serv. (15)
Louis R. Claverelli, ILS Tech. Writing (15)
Lemuel G. Cooper, ILS Tech. Writing (15)
Daniel R. Jacobs, ILS Tech. Illus. (15)
Donald E. Trested, ILS Tech. Illus. (15)
Arthur E. Schwenker, Govt. Mat'l. Cont. (17)
John Daus, Plt. Protection (18)
Clifton Jones, Trans. (20)
Robert Duffy, Trans. (20)
Gregory D. Stevens, Trans. (20)
Wilfred A. Wilkinson, Trans. Equip. (20)
Rocco R. Romeo, ILS Sys. Eng. Mgmt. (25)
Stanley A. Lane, ILS Subsys. Eng. (25)
Howard S. Liebman, ILS Subsys. Eng. (25)
Vincent J. Maietta, ILS Auto. Circuit Anal. (25)
Roy C. Laford, Cust. Supply Reqts. Mgmt. (25)
James E. Schwab, A/C Perf. (25)
Joseph Toth, Prop. Sys. (25)
Peter Shyprykevich, Struct. Mech. (25)
Manfred E. Becker, Veh. Drafting (25)
Jill A. Lamoureux, Proj. Plann. (25)
Samuel J. Dastin, Tech. Dev. Mgmt. (25)
Clarence L. Haynes, Forms Cont. (25)
Robert B. Clark, Prog. Plann. Cont. & Budg. (25)
Kenneth K. Simco, Research (26)
John R. Autio, Proc. Financ. Cont. (30)
Louis A. Furino, Mat'l. Shortage Cont. (30)
Richard A. Davis, Mat'l. Shortage Cont. (30)
Elaine A. Merritt, Mach. Parts/Mat'l. (30)
Edward H. Carlson, Pricing & Anal. (30)
John Saggese, Gen. Sub-Cont. (30)
Ronald G. Patac, Equip Des. Eng. (30)
John A. Caputo, Financ. & Reg. Reports (30)
George J. Grimes, Source Insp./Test (30)
Louise M. Fischer, ILS Sect. Serv. (35)
Wilfred J. Miller, ILS Mech. Equip. Eng. (35)
Cosimo J. Palazzo, ILS Subsys. Engrg. (35)
Joseph J. DiStefano, ILS Equip. Des. Engrg. (35)
Theodore Balderes, Struct. Anal. (35)
Carl F. Schoendorfer, Sys. Dev. & Appl. (35)
Raymond L. Schubnel, Comd. Cont. Commun. & Intel. (35)
Michael R. Allegra, Qual. Eng.(35)
Norma C. Aschner, Corp. Qual Mgmt. Svcs. (35)
Harry T. Brondo, Prog. Cont. (35)
Frank J. Austria, Instruct./Anal. (39)
Peter Pantelis, Instruct./Anal. (39)
John Evans, Prog. Mat'l. Mgmt. (40)
Helmut J. Wimmer, ILS Equip. Des. Eng. (40)
Lawrence Greenberg, ILS Equip. Des. Eng. (40)
Donald A. Cunnius, Mass. Prop. Anal. & Cont. (40)
Dennis W. Banks, Human Factors (40)
Joseph M. Cagnazzi, PM A-6 (40)
Richard W. Verderber, Bus. Ops. Mgmt. (40)
Alex J. Bernadski, Veh. Draft. (43)
Stephen Rocamboli, Prog. Eng. Mgr. (43)
Anthony L. Augenblick, Mech. Det. & Fin. (43)
John M. Datz, Mech. Det. & Fin. (43)
Joseph J. Souhrada, Mech. Det. & Fin. (43)
Wayne E. Becker, Avion, Sys. Test. (43)
Kenneth T. Trimble, Avion. Sys. Test (43)
Joseph E. Umstetter, Avion. Sys. Test (43)
Henry C. Hosbach, Avion. Sys. Test (43)
Bruce W. Kohler, Avion. Sys. Test (43)
David Mottoli, P.C.B. Fab. (43)
Ronald Alongi, P.C.B. Fab. (43)
William J. Elfast, Elect. Box Pan & Draw. Fab. (43)
Richard H. Breiwitz, Prod. Supv. (43)
Frank P. Lanzer Jr., Prod. Supv. (43)
Joseph T. Bevilacqua, Mfg. Rqmts. Plan. (43)
Madeline L. Motley, Prod. Cont. (43)
Frank C. Bannwarth, Prod. Re. & Anal. (43)
Joseph A. Nofi Jr., Mfg. Ops. Mgmt. (43)
Richard D. Halpin, Meth. Eng. A/C (43)
Allen Golinsky, Prog. Mgmt. (43)
AugustineV. Andrews, Mfg. Tech. (43)
John A. Iacobacci, Qual. Ops. Mgmt. (43)
Karl H. Theobald, Maint. (44)
Rudy A. Dunkley, Recv. Insp. (44)
Edward M. Abele, ILS Auto Circuit Anal. (47)
Paul F. Orlovski, ILS Equip. Des. Eng. (47)
James S. Herzel, ILS Train. Sys. Eng. (47)

(Continued on page 10)

Hot Stuff: Mohawk Watches For New Mt. St. Helens Blast

"It looks hot!" says Major Steve Hammons.

He's talking about Mt. St. Helens, and he speaks from experience. Hammons flew an Army/Grumman Mohawk OV-1 that monitored changes in the volcano as it built up to its monumental eruption on May 18, 1980. According to Hammons, this volcano in the Cascade Mountain range of Oregon looks like it's getting ready to erupt again.

As in the spring of 1980, much of the information used to make this prediction is being gathered by the infrared surveillance system and the side-looking airborne radar (SLAR) aboard the Mohawk. Grumman designed the plane to detect enemy movement at night. The Army used it extensively in Vietnam. Hammons, a Vietnam veteran, now commands the 641st Military Intelligence Battalion of the Oregon National Guard. He has flown Mohawks for some 15 years; his unit has been using them since 1975.

"We use two Mohawks with infrared systems. We also do some photographing to measure the dome and to check its rate of growth," says Hammons. "Since it exploded, we've been doing overflights on and off with varying frequency. We use the infrared to monitor the heat and size of the dome. The dome is growing."

Hammons' unit offers the information it gathers to the Department of Geology of the State of Oregon and the State University. Charles Rosenfeld, a professor of geology at the University, is also a major in Hammons' unit. Rosenfeld coordinates the gathering and interpretation of the Mohawk's infrared readings. According to Rosenfeld, recent readings indicate a strong possibility of a new explosion.

When Mt. St. Helens exploded five years ago, a dense, mushroom-shaped plume of ash rose into the stratosphere. The ash obscured everything to the north and east of the mountain. Using the SLAR, which can "see" through the clouds and ash with its microwaves to produce images of a hidden area, images of the concealed crater were obtained.

Mohawk pilots attached to the Oregon National Guard are finding themselves in the hot seat these days. The Guardsmen have been using two Mohawks outfitted with infrared radar systems to monitor the activity of Mt. St. Helens.

"This showed the first measurement of the full dimensions of the explosion crater: 2.2 miles in length from north to south and 1.1 miles in width," Rosenfeld told *Plane News* back then. "The blast was similar to a 50 kiloton A-bomb nuclear blast. Absolutely unbelievable."

Hammons said the power of the eruption was incredible. "Big douglas fir trees over 200 feet tall with three to four foot wide trunks were blown out of the ground at their roots. They looked like toothpicks."

But compared to the 1980 eruption that blew away a cubic mile of mountain, measurements seem to indicate that the next eruption will not be nearly as violent. "No real massive eruption is expected, other than within the crater itself," Hammons says. "We could get some ash, but probably no lava flows."

He adds, though, that one never can tell for sure. "It's just wait and see, and hold onto your hat." ■

GDS Institute Offers CAD Seminar

Attention, engineers, architects, draftsmen, and business people. The Grumman Data Systems Institute is holding a free seminar on computer aided design and drafting (CAD) for personal computer users.

The seminar will be held twice on June 25 – from 4 to 6 p.m. and from 7 to 9 p.m. – at the Grumman Data Systems Institute's Woodbury, L.I. campus.

Experts will lecture on the latest developments in both hardware and software and demonstrate the basic principals of designing on a PC. A highlight will be a demonstration of one of the most popular CAD packages on the market – AutoCAD.

"Today's technology has made sophisticated and inexpensive CAD systems, which can run on personal computers, available to both large and small businesses," says George Capua, president of the Institute.

Reserve a seat by calling the registrar at (516) 349-5106. ■

Speak Easier

Shy about getting in front of a podium? This summer, Grumman's Toastmasters Club is offering a course called "Speechcraft" that can help you develop self confidence and banish your fear of public speaking.

The course will be given on eight consecutive Wednesdays, starting July 10, from 5 to 7 p.m. The class will meet in conference room A on the third floor of Headquarters.

All Grummanites are welcome, but space is limited. To register, call Al Eusini at Ext. (111) 59113 or Yvonne Henderson at (516) 682-8130. ■

Calendar

AIAA: July 25, Antun's , Hicksville, 5:30 p.m. Guest will be GAC test pilot Chuck Sewell. J. Kohn, Ext.58754.

Aikido Club: Wed., 5.p.m., Recreation Bldg. M. Brooks, 391-6157 or H. Brondo, Ext. 56472.

Alcoholics Anonymous: Wed., 4:30 p.m., Plt. 15 conference room C, closed meetings, Personnel Relations, Ext. 53521. **Great River:** Wed., 4-5 p.m., T. Conley, Ext. 53521. **Calverton:** Chemical Dependency Discussion Group, Mon., 4-5 p.m., Flt. Test Center, new conference room, Personnel, 369-6759; C. Robb, Ext. 117-7038.

Amateur Radio Club: 3rd Wed. of the month. Plt. 25 conference room, 5 p.m. Martin Miller, Ext. 50580.

American Production and Inventory Control Society: June 25, Musicaro's, Melville, 6 p.m. Technical presentation on "Critical Resource Management." Norm Heilweil, Ext. 52250.

Baseball Card Club: first Wed. of month, 12-12:30 p.m., Plt. 25 conference rm. S. Froehlich, Ext. 52508.

Chess Club: Fri., Recreation Bldg., 5 to 11 p.m. K. Marley, Ext. 54901/N. Corso, Ext. 59600.

Coin Club (Calverton): Fri., lunchtime, Plt. 6, A-6 action center conference room. N. Evangelides, Ext. 117-7242.

Computer Club: lst Mon. of month, Recreation Bldg., 7 p.m. J. Hayne, Ext. 54945/H. Baluta, Ext. 50389.

Dance Club: Wed., 5-8 p.m., Recreation Bldg. Guests welcome. S. Koppell, Ext. 115-3800.

Disabled American Veterans: June 19, Plt. 3 cafeteria, 4 p.m. O. Lewis, Ext. 54476.

Duplicate Bridge Club: Thurs., Recreation Bldg., 6 p.m. Sid Stone, Ext. 59854.

Equestrian Club: every weeknight, Knoll Farm, Brentwood, 6 p.m. P. Morrison, Ext. 57505.

Family Campers: June 28 - July 7 Niagara Falls, July 26 - 28 Elizaville, N.Y. Al Ellensohn, Ext. 50597.

Fencing Club: Wed., 4:45-6:30 p.m., Recreation Bldg. J. Hayne, Ext. 54945/P. Chaldaris, Ext. 53486.

Folk Dancer's Club: Thurs., Plt. 6, lunchtime. J. Hamelman, Ext. 117-6835.

French Club: second and fourth Wed. of each month, 108 North Windhorst Ave., Bethpage, 5:30 p.m. Louis Kaufman, Ext. 52323.

GACE Flying Club: June 16, BOCES Bldg., Hicksville, 5:15 p.m. Bob Schulte, Ext. 50682.

Karate Club: Tues. and Thurs., Recreation Bldg., beginners: 4:30-5:30 p.m., advanced 5:30-7 p.m.. New students at beginning of mo. T. Ortiz, Ext. 58497.

Klown Klub: second Tues. of month, Recreation Bldg., 4:15 p.m. M. Deyns, Ext. 57564.

Magic Club: last Wed. of month, The Magic Shop, Mid-Island Plaza, Hicksville, 4:45 p.m. M. Lichaw, Ext. 56114.

Model Railroad Society: Wed., 7 p.m., Recreation Bldg. R. Muntz, Ext. 56865.

Motorcycle Club: every third Wed of each month, Recreation Bldg., 5:30 p.m.. E. Maxie, Ext. 53783.

National Contract Management Association: June 18, Musicaro's, Melville, 5:30 p.m. Topic will be "Multi-Year Procurement, an Update." William Stanton, 349-5425

Robotics International of the Society of Manufacturing Engineers L. I. Chapter: June 24, Polytechnic Institute of N.Y., Farmingdale, 8:30 p.m. Topic will be "Applications Using Sensory Devices." Phil Cancellieri, Ext. 265-5535

Roller Hockey Club: Wed., 6 p.m. Arnie Pritchett, 682-8402.

Roller Skating Club: Thurs., Levittown Skating Rink, lessons: 6:30-7:30 p.m. H. Denen, Ext. 52291.

Ski Club: every second Tues of the month, Sitar Restaurant, Melville, 8:30 p.m. Art Garmendia, Ext. 57819/58910.

Society of Logistics Engineers: June 18, Antun's, Hicksville, 5:30 p.m. Topic will be "Front End Logistics of the Strategic Defense Initiative." P. DiBenedetto, Ext. 56428

Stamp Club: first three Wed. of month, 5-6 p.m., Plt. 35 cafeteria. S. Hoops, Ext. 53926.

Table Tennis: Recreation Bldg., Fri., 4 p.m.; Sunday, 9 a.m. Jim Pope, Ext. 53008.

Tap Dancing Club: Mon., Recreation Bldg., beginners: 4:30-5:30 p.m., intermediate: 5:30-6:30 p.m. P. Tropea, Ext. 52260.

Tennis Club: third Wed., Recreation Bldg., 5 p.m. Peter Hatcher, Ext. 52085

Theater Guild: first Tues., Annies Restaurant, Bethpage, 5:30 p.m. Tom Dalton, Ext. 51825/Marian Stange, Ext. 59668

Toastmaster Club: Wed., GHQ, third flr. conference rm. A, 5-7 p.m. Bill Ptucha, Ext. 55457 or Dick Maemone, Ext. 55503.

Personals

The family of Charles O'Neil wishes to express sincere thanks and appreciation to all our friends, co-workers and ESO for their kind expressions of sympathy during the recent loss of our father. **Kenny and Michele O'Neil**

The **Oakley** family would like to thank each and every Grummanite for their kindnesses during the loss of Sandra Leonard.

My family and I wish to express our heartfelt appreciation to all our friends and co-workers in Plant 12 for their kind expressions of sympathy during the recent loss of my mother-in-law. **Charlie Weizenecker**

I wish to express my sincere appreciation to my friends and co-workers for their kind expressions of sympathy during the recent loss of my beloved mother, Grace. **William Rooney**

We and our family wish to express our heartfelt appreciation to our friends and co-workers at Grumman for their kind expressions of sympathy during the recent loss of our mother. **Mary and Joan Shannon**

My family and I would like to express our sincere appreciation to my friends, co-workers and ESO for their kind expressions of sympathy during the recent loss of my father. **Michael Donals**

My family and I wish to express our sincere appreciation to my friends and co-workers at Grumman for their kind expressions of sympathy during the recent loss of my brother. **John O'Brien**

Milestones

(Continued from page 8)

Donald W. Foos, ILS Train. Sys. Eng. (47)
Edward F. Beihl, Mach. Ship (56)
Donald E. Murphy, Tool Des. (66)
Frank R. Minicozzi, Distribution (66)
Garry E. Sines, Tech. Ops. (77)
Thomas J. Mangle, Eng. (88)
Ralph J. Colao, Eng. (88)
Andrew R. Mendelsohn, Thermodyn. Staff (105)
Patricia A. Tropea, Info. Res. Mgmt. (105)
Paul J. Cavanagh, ILS Test Prog. Mgmt. (106)
Chester I. Reitzel, ILS RF/Servp/Elec. TPS Eng. (106)
Marvin Mitteldorf, ILS Tech. Serv. (106)
Richard J. Andreano, ILS Des. Eng. Mgmt. (106)
Daniel J. McKeown, ILS Auto Circuit Anal. (106)
Robert E. Nielsen, ILS Auto Test Equip. Eng. (106)
Aldo Arena, Cont. & Mech. (107)
Frank L. Halfen, Des. Eng. Proj. Mgmt. (107)
Hans H. Forsch, Prog. Eng. Mgr. (107)
Russell M. Wilmot, Mfg. Bus. Mgmt. (110)
James T. Krowl, PPM EW (110)
John P. Welk, ILS Dig. TPS Eng. (110)
Charles Holomshek, ILS Elect. Pkg. (110)
Howard L. Solof, ILS Prog. Cont. Mgt. (110)
Robert P. Oakley, Tech. Reqmts. (110)
Matthew F. Masiello, A/C perf. (110)
John J. Barnes, Sys. Safety (110)
Frederick V. McCloskey, Prog. Engr. Mgr. (110)
Eric J. Kadel, Conf. Data Mgmt. (110)
Edwin H. Dowse, ILS Dig. TPS Eng. (112)
John A. Caruso, ILS Sys. Concepts (112)
Donald I. Feay, ILS Equip. Des. Eng. (112)
Marlowe R. Walker, Conf. Data Mgmt. (112)
Raymond R. Caggiano, Conf. Data Mgmt. (112)
Russell E. Doyle Jr., Fld. Ops. (201)
Armando J. Salvi, Fld. Ops. (267)
Robert T. Preston, A/C Avion. Sys. (280)
Paul R. Gildone, Mfg. Supt. (294
Charles D. Engelschjon, A/C Avion. Sys. (294)
Edward R. Hanley, Prog. Mgmt. E-2 (530)
William Wachino Jr., Asst. Treasurer (GHQ)
William E. Hartmann, Corp. Audit (GHQ)

Scorecard

The champ is back. Tourney champ Frank Castiglione (R) shows fellow Grumman billiards players how it's done. Jack Jenkins (L) was runner-up.

The Champ Is Back

After an absence of four years, Frank Castiglione is back in the winner's circle. He captured the 1985 Grumman Pocket Billiard Tournament by beating Jack Jenkins in the finals.

From 1976 through 1980, no one at Grumman could beat Castiglione. But in 1981 he had to settle for second best and that was the best he could muster in '83 and '84. But in 1985, no billiard player could block Frank's comeback.

He easily swept through the winner's bracket, while Jenkins fought his way in the loser's bracket for a final showdown with the champ. Castiglione won handily, 100-64.

Theatre Season Tix

The Grumman Theatre Guild is in the spotlight again, offering season tickets for its 1985-86 productions. The Grumman thespians will present three plays, beginning with the musical "Damn Yankees" in the fall. Two comedies will follow: "6 Rms Riv Vu" in the winter, and "Run For Your Wife" next spring.

Season tickets for all three shows cost $12. Interested theater goers should fill out the coupon on this page and mail it with a $12 check to the Grumman Theatre Guild, P.O. Box 319, Old Bethpage, NY 11804. For more information call Grumman Recreation, Ext. 52133.

Intramural Hoopsters

On the intramural basketball court, the Grabbers snatched a second straight championship. After compiling a regular season record of 13-1, the squad breezed through the playoffs in three straight victories.

Grabbers Bob Beattie, Mark Cleary, Karl Komyathy and Rick Smith dominated the scoring with a cumulative total of 176 points in the three game series. Phil Erikson and Rich Chatterton came off the bench to add 24 points as well as strong rebounding and defense.

Signs Of Spring

Spring has sprung and nowhere was the fact more evident than in the Plant 5 cafeteria, where the Grumman Garden Forum held its annual Spring Flower Show on Wednesday, May 8. Despite the rainy weather outside, the 160 exhibits inside seemed to radiate their own sunshine.

Charlie Fuschillo, director of Grumman Recreation, presented the awards to the following first place winners:

Mike Gabriel; Amy Blackwell; Pam Sechrengost; Ed Vasta; Dot Kappenberg; Lynn McDonald; John Lundgren.

Best GRA Drive

The 1985 Grumman Recreation drive was the best ever, according to Recreation representative Mike Cherry. Cherry says that the drive netted the highest rate of participation in its history, with close to 97 percent of all Grummanites signing up.

Fifteen lucky contributors came away with $100 savings bonds at the annual Recreation drive drawing. The prize winners are:

Gene Chan, Pl. 1; Edward Tung, Lauren Gehrt, Brynda Townsend, Marvin Weil, Pl. 2; Jeffery McClure, Christopher Allen, Pl. 6; Walter Sweeney, Pl. 7; Robert Anderson, Pl. 9; Frank Tucker, Pl. 18; Joan Nicholson, Ann Puglise, Tom Brunner, Pl. 30; William Zutter, Jr., Pl. 43; Edward Walker, Pl. 66.

Picnic Time

Plan now to bring your family to the annual Grumman Family Picnic on July 27th at the Calverton Picnic grounds. Gates open at 8 a.m. and the day's events begin with the flag raising at 10 a.m.

You can get your tickets at your local Employee Services Office. They are $5 each. Children under 12, however, get in for free.

Ham Day

The Grumman Amateur Radio Operators Club is holding its annual Field Day at McKay Field on Saturday June 22 and Sunday, June 23.

During the annual Field Day, ham radio operators from all over the U.S. and Canada set up their equipment for a simulated field emergency exercise. The rules state that all power has to be generated by non-commercial sources. After that, it's every ham for himself as the radio operators attempt to contact as many other ham radio operators from around the world possible during the two day period.

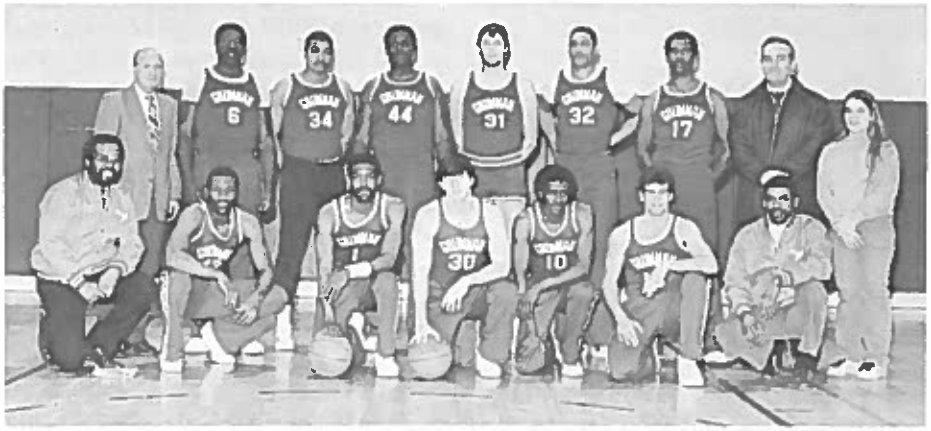
All Grumman ham operators are invited as well as those interested in learning more about amateur radio. For further information, contact Martin Miller, Ext. 50480 or Skip Courtney, Ext. 51832.

Theatre Guild Season Tickets

Make check payable to:
The Grumman Theatre Guild

Name_____

Address_____



Who are the kings of the basketball courts on Long Island? They are the Grumman Tomcats: (from L, kneeling) team general manager Ron Knight, Dave Follins, Fred Turner, Mike Kennedy, Columbus Poole, Rick Picinich and Rich Washington; (standing) Grumman Recreation assistant manager Mike Cherry, Ricky Cooke, Kent Miller, Del Harvey, Paul Blinn, Terry Mitchell, Nate Kelly, Coach Jim McKinstry and timekeeper/scorer Vicki Cecere. Julius Longshore, Howard Davis and Andy Kupec were unavailable for the photo session.

Hoopsters Net Two League Titles

The Grumman varsity basketball team captured its second league title this year, sweeping a strong A.I.L. team in a two out of three game series, to win the Long Island Industrial Basketball League (LIIBL) title.

Standout performances in the two final games by Tomcats Paul Blinn, Ricky Cooke, Fred Turner, Kent Miller, Mike Kennedy, and Andy Kupec paced the team to victory.

Earlier this spring, the Tomcats capped an undefeated season in the Glen Cove Open League in similar stirring fashion, winning the championship trophy in a tough final game.

The Tomcats finished up the regular season in the LIIBL with a record of 14 wins and one loss. It wasn't until their final court battle this season that the varsity members finally fell short when they dropped the last game of the season to Westminster Bank.

Near the end of the season, Ron Knight, Grumman varsity basketball general manager, took what he describes as "one of the strongest and definitely tallest teams we've had in some time," to the Eastern States tourney held in Valley Forge, Pennsylvania.

The team scored two early victories on the first day of competition but ran into the tournament's defending four-time champion and eventual 1985 winner the Philadelphia Post Office in the third game. The strong Philly team won a 114-86 decision from the Grummanites and sent the team home earlier than expected. ■

Runners Grab First And Second

The Grumman Road Runners raced to first place in the Reckson Associates Corporate 3.1 Mile Race recently. The Grumman men's teams finished first and second in the competition, while the women's team finished second out of a field of over 25 companies.

In another corporate race, the fleet footed Grummanites finished a close third in the New York Xerox Corporate Marathon Relay held in Central Park. More than 100 New York teams competed. ■

The Grumman Road Runners added the first place trophy for the Reckson Associates Corporate 3.1 Mile Race to the collection on display in Plant 28A. Charlie Fuschillo (second R), director of Recreation, accepts the trophy from (L to R): Ed VonBevern (18:01), Mark Child (17:00), team leader Irwin Solomon and Ray Wise (16:33).

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